

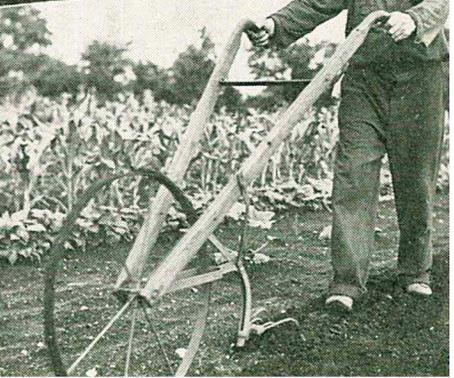
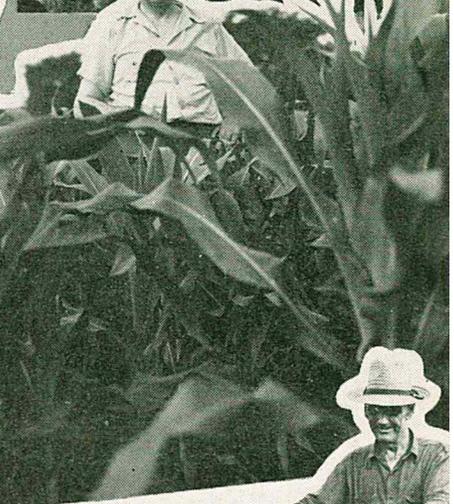
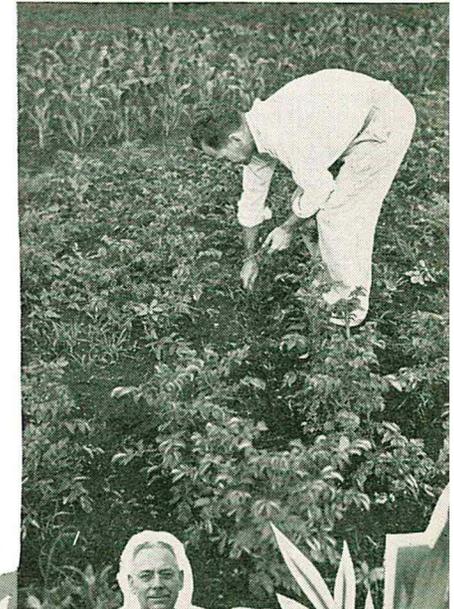
THE AMERICAN HOLDERS

# American PARADE

PUBLISHED FOR AND BY EMPLOYEES OF AMERICAN FOUNDRY EQUIPMENT CO., MISHAWAKA, IN

VOL. 2 NO. 7

JULY, 1943



# So You're Going to Take a Vacation Trip

Now that vacation time is in full swing, a few timely tips from one who has traveled far and wide and has experienced the pinch of war time travel might be helpful. Our travel expert has written this article to help AFECO employees plan this year's vacation trip. It has been said that vacations are periods of time one spends at places where even the natives couldn't exist unless we saps went there.

Everyone agrees that you should select a destination before starting—if you spend too much time haggling with the ticket agent, the impatient people in the line behind you mutter nasty names and invite you to take yourself elsewhere.

Transportation companies are now every independent—no more special trains for the Grand Order of the Flea, or pilgrimages to the shrine of the latest hot swing band. Even the best fishing places are more difficult than ever to reach. Standing Room Only is popular. Who knows whom you may rub up against on the train of bus or on whose shoes you might stand—a handsome Navy officer perhaps.

Don't let this bother you, however, insist on your rights as an American at the top of your voice, if necessary. It may not help but it marks you as a rugged individualist and a seasoned traveler.

The War Production Board recommends and encourages vacations—then the War Transportation Board tells you to stay at home—and everyone knows vacations are for the purpose of traveling and generally wearing yourself down for another year.

There are two schools of thought on making reservations. The first—why make a reservation, it takes all the sport out of the game and anyway some Colonel may come along at the last minute and take your reservation away from you.

The other school holds—don't budge away from your own fire-side without complete train, bus, hotel and meal reservations. This, of course, is rather stodgy and leads to trouble. Sometimes the hotel isn't what it was recommended to be, the trains are late and you may change your mind at the last minute and lose your deposit.

There is the question of luggage. Men have a tendency to travel the lightest. Put an extra pack of cigarettes in the pocket of your oldest clothes—and what else is there to bother with? He can always buy, borrow, beg or steal (in that order) anything he needs.

Women on the other hand, start out for a weekend with a pullman bag and an overnight case—containing everything they



might need for any occasion—they are a hostesses' delight). This brings up the problem of checking luggage or taking it with you. Checked luggage becomes lost and must be chased. If you take the bags with you, some awkward person or chocolate smeared child falls over them and into your lap, cracking your head against the arm of the seat, just as you drop off for a nap. A large amount of luggage does give you an important air, the Red Caps will steer clear of you in favor of the person carrying one small bag and you can always use the bags for a comfortable seat in the aisle.

What and where to eat is always a problem. At home because of rationing, at friends or relatives because of rationing, and on trains because of rationing. The armed forces, having developed huge appetites in young America, must be appeased first—and that leaves nothing for the vacationeer. We suggest packing a box lunch. There again rationing rears its ugly head. Bananas being scarce as is ration-point meat, cheese and candy, very little is left with which to pack a lunch. Fried chicken is an old standby and still quite delectable. Take along a stout club or you may be crushed in the mad rush as you triumphantly bite into a drumstick.

We suggest staying away from Washington, because even with the utmost caution you might be forced to listen to a politician sound off—and even that shouldn't happen to a vacation traveler. If you are left 300 miles from home, without funds, or transportation, that adds to the sport—and you can tell your friends later, how back in the summer of '43 you had to beg from door to door.

Possibly now with the war changing so many things and traveling seems like too much of a hardship—you can at least stay home and cultivate a nice bushy mustache.

## Between the Rows With AFECO Victory Gardeners

Picking beans and weeding between the rows was the order of the day when the Parade photographer snapped the pictures, shown on the front cover, of AFECO employees in their Victory gardens. Even Richard Spears, son of Mr. and Mrs. Vern Spears, wielded a wicked hoe at the pestiferous weeds.

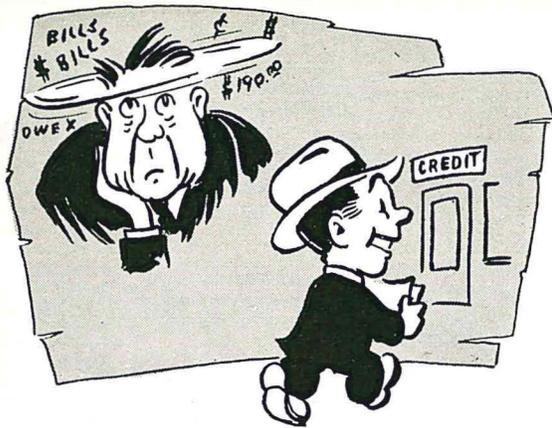
Otto Zahn, shown neck deep in his tall corn, exhibited some prize winning early potatoes the other day. The first of the crop, these potatoes were good sound spuds but six of them wouldn't fill a thimble. Even his patriotic chickens—two in number—won the Army-Navy "E" Award recently when they increased production—3 eggs in one day from two chickens!

A lot of gardeners were disappointed because their first crops didn't produce well due to one reason or another. They need not look on their gardens as a complete failure even now because there is still time to make the plot pay by planting late crops.

If we dig a little and scratch a little, nature will do wonders, when it comes to supplying us with food.

An indication of real AFECO spirit of fellowship is evidenced by the cooperative spirits that prevail among the gardeners. Many instances are noted where holders of adjoining plots are pooling their efforts and knowledge for the benefit of both. Hints and advice are freely passed out and cheerfully received.

"How's crops" is a familiar greeting of one AFECO employee to another now days. And the answer is excellent indeed for these Victory gardens really are going great guns.



# What You Should Know

## ABOUT THE AFECO CREDIT UNION

### 1. Question: What is the AFECO Credit Union?

The AFECO Credit Union is a cooperative Society, operating under State supervision and supplying its members with two primary services: (1) an easy and convenient method of accumulating savings, (2) a source of credit at lowest interest rates.

### 2. Question: Who may belong?

Any employee, members of their immediate families or employee organization of American Foundry Equipment Co.

### 3. Question: How does one join?

By paying an entrance fee of 25c which is used for administrative expenses and agreeing to purchase at least one share of \$5.00. Irene Grams (production office) Bill Simms (steel shop) and Juanita Hanna (shipping room) will sign you up for membership

### 5. Question: What is a share in the Credit Union?

A share is a unit saving, par value \$5.00, payable in cash or in regular installments of not less than 25c per week.

### 6. Question: What do shares earn?

At the end of each fiscal year (December 31) or semi-annually as of June 30 and December 31 dividends are paid out of net earnings after expenses of operation and reserve fund requirements have been set aside. Dividends are paid on all fully paid shares on full months for the time a share was in. Credit Unions average to pay from 3 to 5% dividends.

### 7. Question: When should I make additional share purchases?

Whenever it is convenient for you but why not make a regular habit of putting 25c, 50c, \$1.00 or more in the Credit Union every payday. Establish a regular savings habit and put your money to work.

### 8. Question: What is the maximum amount a member may invest?

\$200.00 or 40 shares.

### 9. Question: Has a member (that is one who owns at least one share) more than one vote?

The Credit Union is a cooperative society, therefore, each member has but one vote whether he has one share or many.

### 10. Question: Must notice of withdrawal of shares be given?

Credit Unions have the same protection as banks and may ask for notice of withdrawal (60 days notice in

writing). This is a power reserved for emergencies and not used any more often by credit unions than by any other types of banks.

### 11. Question: Who may borrow from the AFECO Credit Union?

Borrowing is limited to members. But a person may join at the time he is making application for the loan. He doesn't have to pay out money in order to borrow—except for the 25c entrance fee and a down payment on a share. If his application for membership is approved by the board of directors, and the loan application is approved by the credit committee, he becomes a member of the Credit Union and gets the loan almost at the same time.

### 12. Question: For what purposes may I borrow from the Credit Union?

A loan must be made for provident or productive purposes. In simpler terms this would include loans for needs such as these:

- a. Medical care—hospital, doctor's and surgeon's bills, nurses, etc.
- b. Insurance.
- c. Education.
- d. Taxes.
- e. Consolidation of debts.
- f. Household expenses.
- g. Funerals.

### 13. Question: To whom is the loan application made?

It is filed with the treasurer (Ray Steele) who refers it to the credit committee (Alden Lenhard, Clair Wilson and George DuBois). If they approve the loan, security required and terms of repayment will be decided in conferences with the borrower.

### 14. Question: What security is needed?

Loans up to \$50.00 may be made without security. For loans up to \$500.00 adequate security (endorsed note or other collateral—chattel mortgage on automobile, refrigerator, etc.,) is required.

### 15. Question: What is the best possible security?

The character of the borrower; his will to repay and his loyalty to the group associated with him in the Credit Union.

### 16. Question: What interest must I pay on my loan?

Only 1% per month on the unpaid balance. In contrast, even the best finance corporations charge 2½% a month on unsecured loans up to \$100.00. If you borrow \$100.00 for six months from the AFECO Credit Union, you pay back \$103.50; to pay back the same amount borrowed from the very lowest rate finance firms take \$108.90.

### 17. Question: Why should I belong to the AFECO Credit Union?

To share in the cooperative organization which will enable all AFECO employees to save conveniently and systematically to borrow money cheaply when they need it.

# Destination - VICTORY

Jim Feller, billing clerk, checks the postage required on a small parcel.



## Shipping Room Sends Equipment to the Four Corners of the World

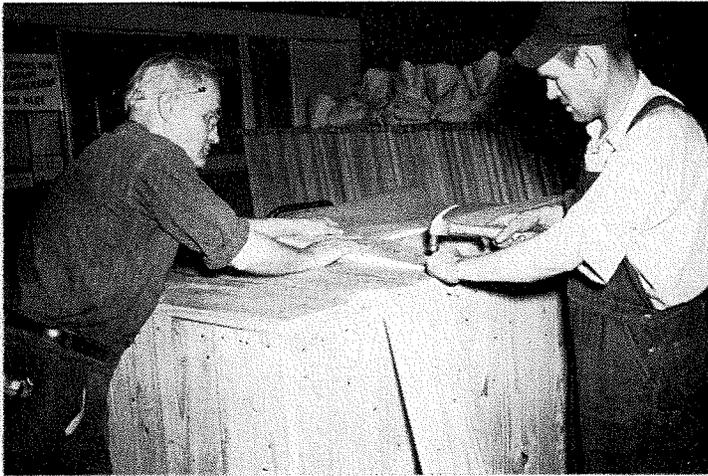
By land, air and on the high seas equipment and repair parts are traveling to the Allied armament producers. A steady stream of transport trucks, freight cars, express cars, etc., leaves the plant's shipping dock bearing American equipment so urgently required.

Behind the scene of this panorama of victory bound equipment is found the hustle and bustle, roar and din of the AFECO shipping room engaged in securely crating, packaging and routing the never-ending shipments. Naturally only a few of the countless activities of the department can be pictured and described, but these will illustrate their contribution to AFECO's total victory production program.

Winging circular saw is used by William Kadowski for an angle cut.

Ralph Fravey and George Grodrian work together to crate a shipment of dust collector tubes.

William Robertson and Arv... to crate a shipper

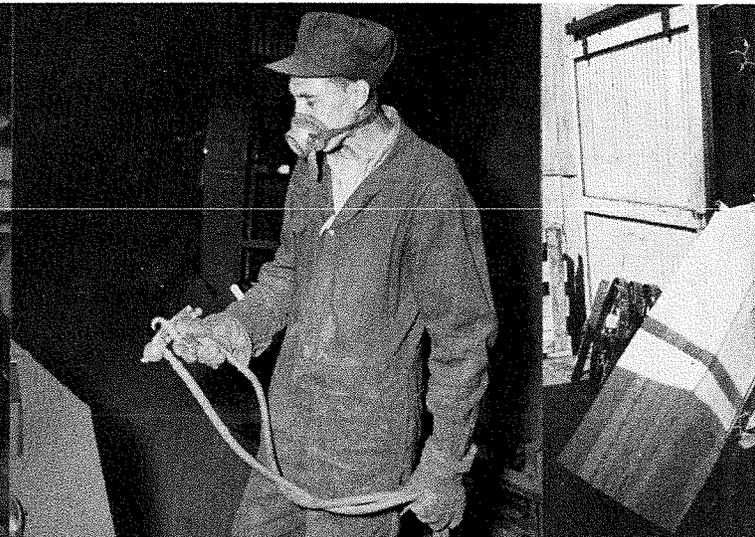
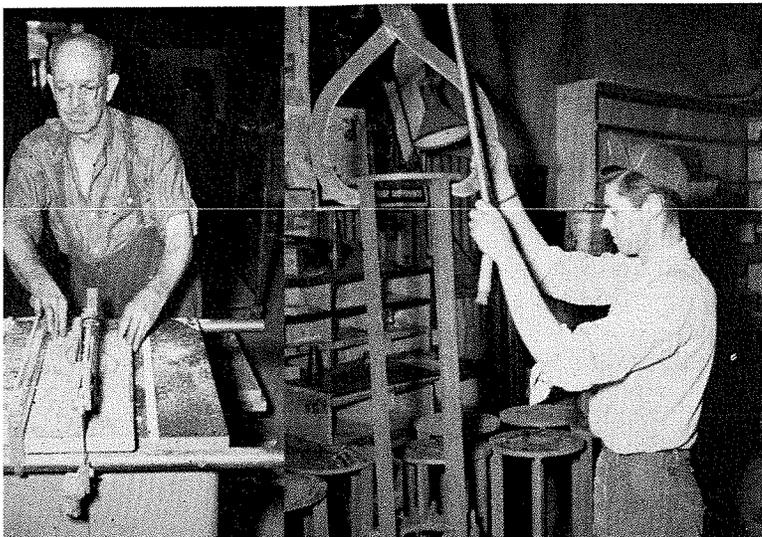


Ben Darr cuts a board to the desired size on the circular saw.

With the aid of a portable hoist, Ray DeSmet lifts these shell machine hangers to the shipping dock.

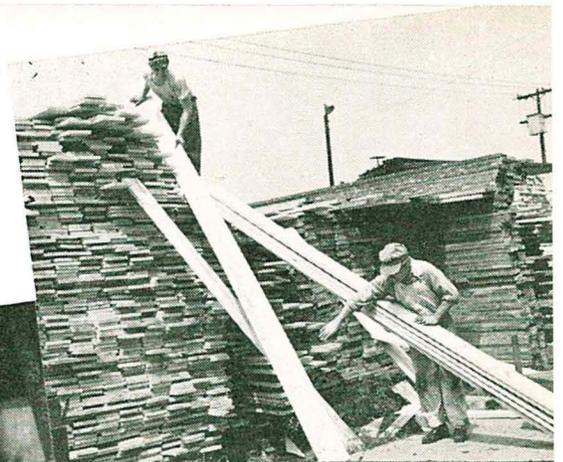
All equipment is spray painted before it leaves the plant. Cecil Jack, behind the respirator, finishes an abrasive separator.

Joe Velleman wheels... onto the truck





Looks like a lot of lumber, but it won't last long as Joe Velleman and William Johnson start to haul another load away.



Supt. William Crowell with his ever present cigar, checks over a bill of lading for a Wheelabrator shipment.

Office details are handled by attractive, capable Juanita Hanna.



Supervisor William Kaufman comparing packing lists with customer's order to insure complete shipment of all parts.

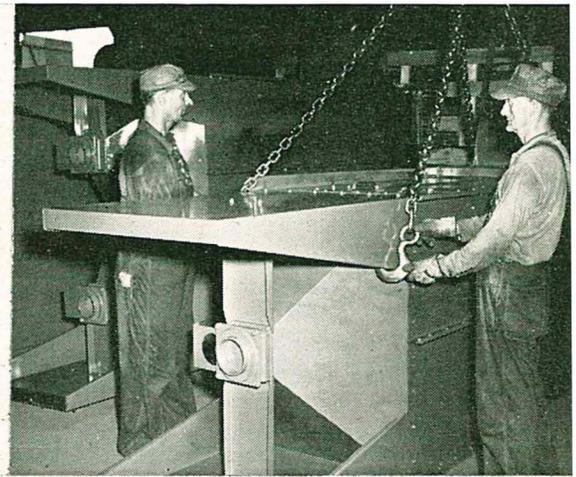
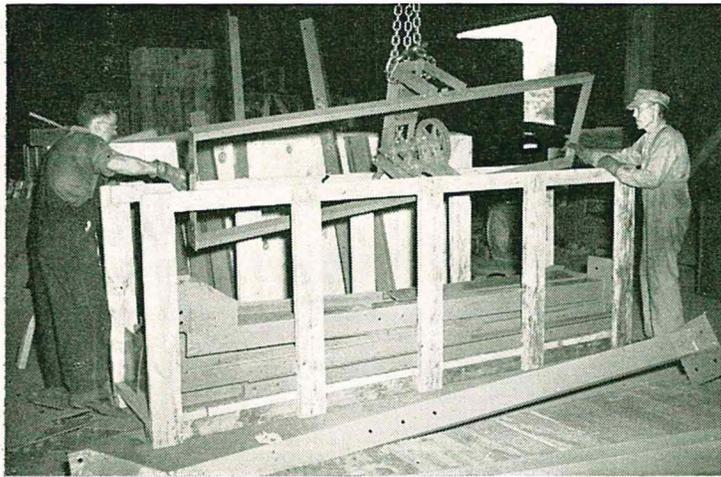


A real old timer, Irving Fries, loads heater element grids into the shipping crate.

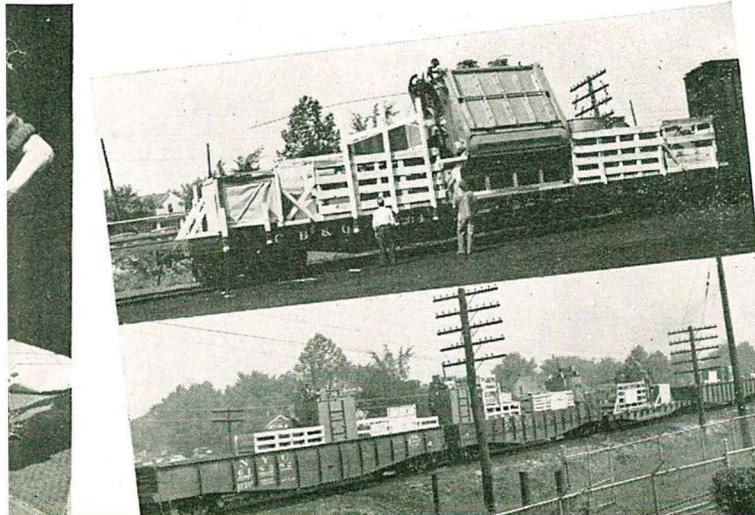
team together parts.

Dust Collector shaper frame being lowered while William Kadowski and Homer Byrd guide it into the crate.

This assembled Dustube Dust Collector will soon be lifted to an awing crate. Verne Fisher, night supervisor and Archie Marsh stand



Another Wheelabrator Tumblast is securely loaded on a railroad flat car by this gang of workers.



Six carloads of Wheelabrator equipment on their way to war plants to aid in the production battle.

Backed into position at the loading dock is this group of transport trucks.



# ★ American Men in Uniform ★

## Tech. Sgt. Rex J. Neely Figures in Aerial Drama in Battle with German Fighter Planes

Radio operator and gunner of a Flying Fortress with a large number of successful air attacks on German cities, Tech. Sgt. Rex J. Neely figured in a dramatic bit of heroic action returning from an air raid on Kiel late in June.

While far out over the North Sea, after unloading their devastating bombs over Kiel, a dozen enemy ME-109's pounced out of the clouds onto the returning bombers. The crew jumped to their posts and successfully fought through the "most savage enemy fighter opposition the Americans had yet encountered".

Rex Neely went overseas March 27 after graduating from the army gunnery school at Harlingen, Texas winning the silver wings of a gunnery sergeant.

Recent letters from Rex Neely indicate that he has really seen action in both daylight and nighttime raids over occupied France and Germany. On his most recent flight the Flying Fortress was attacked by German planes which succeeded in landing such damaging blows that all occupants of the plane were forced to use their parachutes to safety. Sgt. Neely landed in the English Channel and spent over four hours in the icy water before he was rescued by allied boats. According to his letter he has completed 15 successful bombing flights. He hopes at the completion of 25 flights to return to Mishawaka for a short furlough.



TECH. SGT. REX J. NEELY

## ★ ★ ★ ★ MEN IN SERVICE GET VACATION CHECKS

All AFECO men in the Armed Forces who had completed the required length of employment prior to entrance into the services were sent vacation checks based upon their last regularly hourly rate.

These checks were accompanied by an illustrated letter with the following message:



"We've been working hard as blazes the last year and since the Government is recommending a vacation for war workers we're glad to get one—and what is so nice is that it's with pay.

"We'd feel a lot better about it if you soldiers, sailors, airmen and marines could get a vacation too, but that's hardly possible, so we think the honorable thing to do is to make sure you get paid for a vacation just the same."



MAJOR HAROLD GARMAN

## Major Garman Holds Down Eleven Assigned Duties At Laughlin

(From Del Rio News-Herald, Del Rio, Texas)

Major Harold R. Garman, commanding officer of the 62d squadron, holds down 11 jobs at Laughlin Army Air Field.

He is president of the Officer Candidate board, ASTP board, Aviation Cadet board, Direct Com-

mission board, Warrant Officer board, and a member of the Officers' Classification board, Post Welfare council, Post Exchange council, General Court Marshal and executive officer of the 4th PTT group.

Major Garman was originally commissioned in the reserves upon his graduation from the advanced ROTC course at Purdue University in 1929.

As adjutant and company commander, Major Garman was with the CCC in Coshocton, Ohio, Pomeroy, Ohio, and Wheeling, W. Va., from May 1933 to May 1936.

In the Spring of 1936 while stationed at Wheeling, Major Garman was on flood duty in charge of the subsistence warehouse for flood victims.

After being placed on an inactive status in 1936, Major Garman was employed by the American Foundry Equipment Co.

He was called back to duty in August 1941 in the Army Air Forces at Randolph Field and assigned as communications officer at Ellington Field, Texas.

Major Garman was transferred from Ellington Field to Sloane Field, Midland, Texas, where he assumed responsibilities of communications officer, and while there received his captaincy.

On September 11, 1942, Major Garman was one of the first three officers to arrive at the old Federal Building in Del Rio as post signal officer at this command.

He was promoted to the rank of major, January 2, 1943.

Major Garman became the commanding officer of the newly formed Hqs and Hqs. Squadron and in May 1943 took command of the 62d Squadron.

# Excerpts FROM LETTERS FROM THE BOYS

"We're back in 'Lousy-ana' again. A lot of the fellows thought Texas was bad but when they hit this hole, they wanted to head back for the Lone Star State. We're down here on maneuvers and so far back in the sticks they have to pipe day-light into us."

*Corp. Hank Moore*

\* \* \*

Pfc. Roy Mitchell has been moved from Keesler Field, Mississippi, to Amarillo, Texas where he begins an aviation mechanics course.

\* \* \*

"I am at a new location now and our squadron is attached to the Air Transport Command. We flew here from McClellan Field, California, in large transport planes. One of the planes carried 60 men and luggage, although the ship I flew in had a capacity of about 18 men and made it here in 45 minutes over a distance of 140 miles.

"The Reno Army Air Base field is on a high plateau 5,000 feet above sea level and is located about 14 miles from Reno, Nevada. You can

look in any direction and see mountains, many of them snow capped. Our squadron is a supply squadron and will handle all of the equipment needed for the planes and personnel.

"They met us at the field with a band and also took our pictures. They even brought jeeps in some of the planes. There were quite a group of planes and really a gala event as the Air Transport Command is now taking over this field.

"Tell everyone at the office I said hello and tell them to 'stay on the beam'."

*Pfc. Joe Myszak*

\* \* \*

Pvt. Robert L. Spear is now located at the Marine Aviation Detachment at Norman, Oklahoma at the big Naval Air Base. Here he will go to school for 21 weeks studying everything about airplanes. He will then enter flight training with his eventual goal the Naval Air Corps.

Here is what he says about the winning of the Army-Navy "E": "I was sure happy when I heard that AFECO got the Army and Navy 'E'. You

should have heard me bragging to all my buddies that I used to work there."

\* \* \*

"I received the vacation check and it will certainly come in very handy. After winning the Army-Navy 'E', the AFECO workers deserve a vacation. I only wish I could enjoy it with them. As it is I have quite a stiff program. Eight hours of school a day—physical fitness thrown in after school. After regular routine, there isn't much time left in a day. I am now taking a 21 week course as an aviation machinist mate. Six more weeks and I will be through. I'll then get six more weeks of aerial gunnery. Then 10 days delayed orders."

*Pvt. Jack Thiem, U. S. Marine Corps., Jacksonville, Florida*

\* \* \*

Pfc. Robert Vrabel, Lowry Field, Colorado, sends his thanks for the vacation check and offers his congratulations to all workers for winning the Army-Navy 'E'.

*Pvt. William J. Scheibelhut  
Francis X. Scheibelhut, S 3/C*

Allen Streich, S 2/C



S/Sgt. Gerard Canfield



Pfc. Andrew Fassett



Corp. Eldien Grant Powell



Sgt. Russell L. Wade



George Ed. Gay, S 2/C



Sgt. Joseph Ascai, Jr. has left these North African friends and is now making new ones in Sicily.





**VOICE OF ENGINEERING**

*Alice Chamberlin*

\* To Mr. and Mrs. Hubert Davidson, congratulations are in order; a 7 lb. son was born to them June 25. Father doing fine!

\* \* \*

After working in Engineering a short time, a person gets to know by sound just who's coming down the stairway. This is how we've got our fellow workers typed:

*Roy Guite*—fast but even trot.

*A. B. Cornwall*—starts down slowly, pauses half way to take a breath, and then runs like a streak.

*Dottie Whitmer*—tripping merrily as though she had not a care in the world.

*Carl Friedrich*—shoulders back, head high, looking as if he is "mighty proud" to leave his foot-prints there.

*D. C. Turnbull*—quiet as a mouse, can hardly be heard as he "descends the stairs".

*Joe Arata*—a steady but forceful gallop.

*Dim Sowiak*—to the tune of the "William Tell Overture."

\* \* \*

Pearl Sill came hurriedly into work one afternoon around three o'clock, all hot and tired for a good reason. Her Boston bull had run away and poor Pearl had scanned the whole east end of town looking for her.

\* \* \*

Pinkie Correll, "master of all trades", and Jim "Nelson Eddy" Davidson can sing any and every commercial jingle you've heard on the radio—and do.

\* \* \*

Kenny Rohleder has graduated from Air Raid Warden to the War Emergency Radio Service.

\* \* \*

Henrietta Fox has a wedding anniversary coming up. Hope you get that bracelet you want, Hank!

\* \* \*

We want to thank Jack Bowers for saving cold cokes each day for our department. They taste mighty good on these hot afternoons, Jackson.

\* \* \*

Agnes Ernst wishes she had never bought a single dress with a tie sash. The fellows take turns pulling the bow and leaving Agnes blushing. I bet they would dip pigtailed into ink bottles too.

★

**STEEL SHOP**

*Denver Johnson*

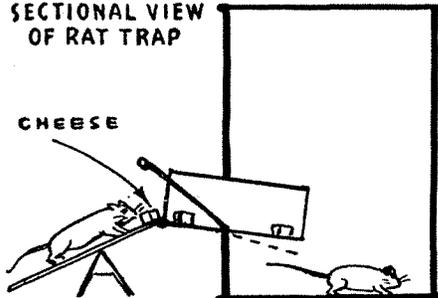
Dale Snyder, better known to the night gang as Tiny or Itching Powder Dale, has a soft job in the Army. All he has to do is ride the passenger trains from here to there. He's a Military Police and his job is seeing that the servicemen keep up their good reputation of behaving like gentlemen. His dad says he is losing weight.

What's wrong, Dale, don't they have ice boxes on the trains for you to raid to appease your hunger?

\* \* \*

Not to be outdone by the washing machine engineered by Messrs. Hirsch and Johnson, Ralph Whittaker will soon have his Catch-all Rat Trap under full production. Anyone interested in this new device see Ray Davis, sales manager. Ralph has probably heard the old saying about the man who builds a better mouse trap—.

**SECTIONAL VIEW OF RAT TRAP**



\* \* \*

Something new has been added to these homes: Albert Stickle—a boy, Larry Dean—June 25.

Les Neddeau—a girl, Sandra Sue, June 20.

Herbert Teeter—a girl, Mary Cathern, June 28.

\* \* \*

Doc Biddle, the eagle of AFECO, has just returned from an ideal vacation without using much vital rubber for all the miles covered. Doc flew his plane to Montana and Wyoming to see the old folks. Says he can fly cheaper than driving and there are no OPA snoopers up there to see if he is wasting tires.

P. S. Doc just passed his test and was issued his license as a private pilot, but I still don't want to be along when he shoves that wheel ahead and cuts the gun.

\* \* \*

Here's a hot one—Charley Traster, our 4 to 12 crane man tells this one.

While in Ireland he saw welders welding overhead with a hollow welding rod with an air hose connected to the rod so the air pressure would keep the metal from falling down their neck. Why not turn the idea into the Suggestion Committee?

★

**OFFICE**

*Marjorie Frazee*

Everyone must make sacrifices during war so even if all the pretty nurses are in the armed forces, Bob Schalliol enters St. Joseph Hospital, Mishawaka, the last week of July for an operation on his knee.

Bob hopes all the attractive nurses aides are assigned to him during his stay there. He is inviting everyone to visit him—those bringing Hershey bars are especially welcome.

\* \* \*

As a change from the new brides—we have a new groom—Ira Cushman—as of July 10—Congratulations, Ira.

\* \* \*

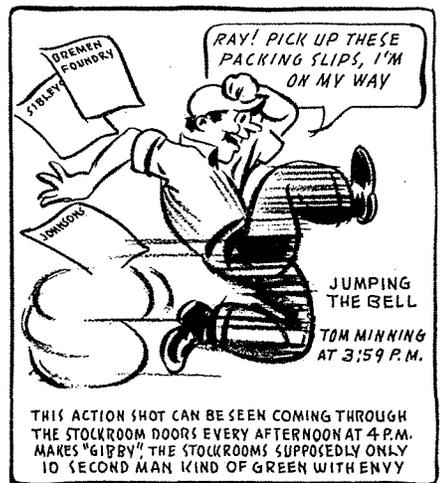
Of course, no two styles are alike, but after careful observation I have come to the conclusion that brown striped dresses are the unofficial uniform of the girls in the office. Everyone seems to have at least one.

As a change from restaurant fare—a dozen girls in the office enjoyed a pot-luck (and real luck) lunch in the home of Del Summe, Wednesday, July 14. The only casualties were Pat Forbes leading three others down Fourth Street, blithely saying "sure I know where it is"—and being way off the beam—and the same Pat kicking over a full glass of iced tea, and the cake and potato salad being locked up in the vault. Mel Morris had to be called out of a meeting in Mr. Pfaff's office to rescue the food.

\* \* \*

Marjorie Frazee's habit of sending "get-well" cards to the missing ones of the office personnel has carried over into the vacation period. What is it, Marjorie? Doggie-days or daze?

★



★

**OUR MEN ON THE ROAD**

J. "Frenchy" LeMaitre, one of our New England servicemen, had an unfortunate experience with the New York State cops on June 18 and he warns all out-of-state drivers to beware of New York State Troopers. Two of them followed him, according to their story, for seventeen miles claiming he was going 57 miles per hour.

Hauling him to the nearest magistrate—a combination freight agent and police officer—he was held up for \$10.00. Now Frenchy wonders what the chances are for putting a \$10.00 fine on the expense account.

\* \* \*

Two of our star salesmen—real old timers—Charles Benham, New England representative, and Russell Duer, who handles the American line in Southern Indiana, Kentucky, and part of Ohio. Both of these men started in the Sandcutter business with Mr. Minich and have accumulated years of service with the Company.





# Think! Suggest! Cash In!

## "Paper Dolls" Will Help Whip the Axis!



This fellow is no "sissy"—just because he's cutting "paper dolls". He might be any one of you soldiers of production. He's just looking for a "short cut" to more war production.

One of our biggest production problems is to utilize the greatest possible area of steel sheets, strips, and plates. In many plants, the answer has been found by cutting out "paper dolls" in the shape of desired piece and juggling them around so that there is a minimum of waste when they are laid out and cut from the same unit of material

Proper arrangement of these pieces to be cut not only saves raw material but cuts down on scrap.

Every AFECO employee can be a "paper doll cutter" . . . trying to figure out ways to use material to get the most out of it,

and trying to devise methods whereby we can get the most out of the material by putting the least into it!

There's a lot of war equipment to be made and a lot of hard fighting to be done before we put the German, Japanese and Italian war lords out of business. The enemy is strong and just as determined to win this scrap as we are. The worst of World War II is still to come. One of the most serious mistakes any of us can make is to consider that this war is going to be a pushover. We must continue to fight it with work and ideas on the homefront. And many ideas will be found in "cutting paper dolls"—trying different arrangements until the best is found. So let's all "get cuttin'"! **THINK FOR VICTORY** . . . let's fill up those Suggestion Boxes with production-increasing ideas!



## Suggestion Winners

- |                     |                       |
|---------------------|-----------------------|
| J. W. Arata         | George A. Simmons     |
| James K. Davidson   | William C. Snyder     |
| Alvin C. Emery      | Julius Vander Bruggen |
| A. Odle             | Earl Winslow          |
| Marvalynn Powell    | Robert E. Schalliol   |
| Charles Richards    | Paul Mumby            |
| L. Shidaker         | John Van Belleghem    |
| Charles R. Shireman | L. Neddeau            |

## Something to Think About

One of the most generally used machines in the metal working shop is the lathe.

Operator's knowledge of the machine's possibilities and limitations, as well as upkeep practice, are the determining factors in maintaining production and eliminating the running of scrap.

An answer to one or more of the following questions may help the war effort by increasing production or decreasing scrap—as well as to put extra dollars in your pocket.

1. Lubrication and cleanliness. Are you using the correct lubricant? Are the ways being kept free of dirt and grit?
2. Setup. Is your work properly located and securely held? Are you using the correct chuck jaws?
3. Tool arrangement. Do your tools have the minimum of overhang? Are you taking the maximum cut with the maximum feed that the work, tool and finish will stand? Can tools be changed so as to combine cutting elements?

Submit your suggestions to aid vital war production.



# Know Your Union Stewards

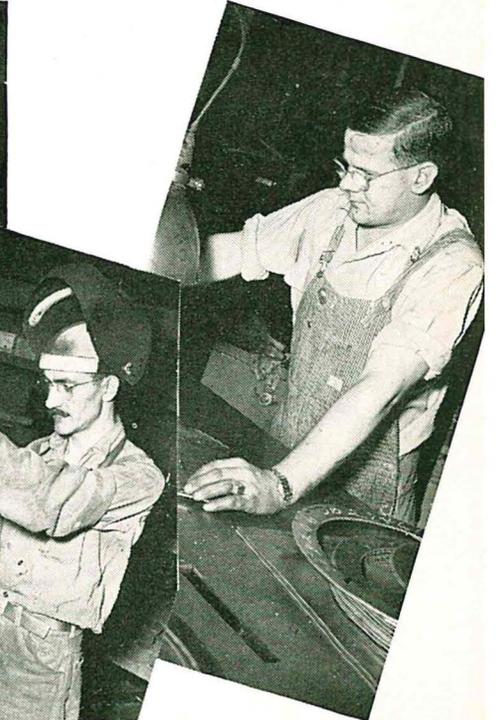
Steel Shop

8 to 4 Shift

Gilbert Bair

Jessie West

Kenneth Bidlack





# Softball Team

## NEEDS YOUR SUPPORT

**Take Me Out To the Ball Game . . . . .**  
 —every Tuesday night our boys are playing their hearts out in the City "A" league without any cheering section to spur them on to victory.

Starting with a three game defeat handicap (filling in for another team which folded after forfeiting three games) the AFECO 1942 City Champions are rapidly gaining strength and although out of the championship race, they are the most dangerous team in the league.

Manager Dan Miller has been able to pick his team from this roster of players: Jim Andrews, Bob Powell, John Van Belleghem, Dimitri Soviak, Ray Leuthold, Robert Gibbens, Ray Vande Walle, Joe Velleman, Gene Kempner, Red Poelvoorde, Rink Neely, Jack Bowers, Maurice Roelandts, Jackson Snyder and Al Reygaert.

*Get behind the team*—see some good ball games and help them win the rest of their games.

## Eyes are Expensive Targets in Wartime

Even a minor eye accident, which keeps a worker idle for half a day, is costly. . Recently a safety engineer figured that such an injury costs an average of \$14.60 in unproductive time, idle machine charges and first aid attention. The irony of this lies in the fact that a good pair of safety goggles can be purchased for \$1.75, whereas a pair of blinded eyes may cost up to \$27,600 in compensation, depending on the state in which the accident occurs.

As for the unfortunate worker who loses his sight, compensation, no matter how large, is a poor exchange for vision.

Our entry into the war made it imperative that production of war goods be increased—that manpower be conserved. Eye accidents not only cost money—they decrease the flow of vital military products and hospitalize our industrial workers—the soldiers of production.

**Wear Your Goggles On  
Your Job!**



## New Officers

### For Employees Welfare Association and Athletic Association

George McNiele was reelected president of the Employees' Welfare Association and Claude Riddle elected head of the newly formed Athletic Assn. in the annual election held June 25.

Other newly elected officers and directors of the two organizations are as follows:

#### EMPLOYEES' WELFARE

President: George McNiele

Vice-Pres.: Ray Hutchins

Secretary: Robert Schalliol

Treasurer: Jack Bowers

#### Board of Directors:

Anna Marie Frisoni

Jack Metcalf

Greg Thompson

Ray Van de Walle

Bert Weesner

Frank Rendel

#### ATHLETIC ASSOCIATION

President: Claude Riddle

Secy.-Treas.: Jack Bowers

#### Board of Directors:

George Dubois

Alfred Moore

Ray Kemper

Bill Snyder

Mary Brioli

Gene Dickerson

## The Poet's Corner

### WARTIME BLUES

(Send in your contributions)

by Hector Sheehan

Blues are blues, I've found out it's true,  
 I hope these blues will never get you;  
 But if you see them coming  
 Just shake in your shoes  
 For these wartime blues are awful to lose.

I think I ought to know, for I've had them  
 so bad;  
 And while you've got them you can never  
 feel glad.  
 I've had all kinds of blues, but this much  
 I'll say  
 These old wartime blues will surely turn  
 your hair gray.

### THE VICTORY GARDEN

by Milford Gardner

The new victory gardeners are beginning  
 to groan  
 At many of the things the regular garden-  
 ers have always known.  
 First it's too much rain and things drown  
 out,  
 Then a long time and no rain, what a  
 drouth.  
 Then, when the little green things begin  
 to look snug;  
 You go out in the patch and look, what  
 the heck, A BUG!  
 You spray the bugs and dig the weeds  
 To save the stuff you grew from seeds.  
 When at last your harvest you are ready  
 to greet it,  
 You are so darn worn out, you can hardly  
 eat it.